

"Operation

Bay

Route"

"Buy British!"

*Issued by Executive*

HUDSON BAY ROUTE ASSOCIATION

*Frank Eliason, Secretary*

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## Foreword . . .

After a period of enforced inaction, resulting from the second world war; the "On To The Bay" Association of Canada was re-organized in 1944, with the name of "The Hudson Bay Route Association."

The "On to The Bay" Association, was formed in Winnipeg, Manitoba, in the year 1923 for the purpose of organizing:

"The Provincial, Municipal and Business interests and general public of Canada, and particularly of the Prairie Provinces, to the end that the construction of the Hudson Bay Railroad may be immediately proceeded with, and its completion and continuous operation be achieved at the earliest possible date."

(Extract from Charter).

In the year 1928 "On To The Bay" Association handbook, there appears the following: "The railway is approaching completion, the harbor is under construction, and the first phase of the Association's task appears to be nearly completed. There is still a great work to be done in the development of traffic and in stimulating of interest in the possibilities of the route, and the country which it serves. It is the intention of the Association to continue its work as long as conditions justify its so doing, or in other words, until the route is not only completed but in full operation."

This then is the task that lies ahead of us. To complete the work of promotion of the Hudson Bay Route. striven for by the descendents of those hardy Selkirk Settlers, who came into Western Canada by way of Hudson Bay, and overland by barge and canoe along the highway of the Fur Traders, the Nelson and Hayes Rivers, down Lake Winnipeg, to Fort Garry and the banks of the Red River.

The Railroad is there, the wharfage and grain handling facilities are there. Churchill is rapidly being built up as a strategic base for defense purposes. The airport is one of the finest on the American Continent. Military and naval barracks are being constructed. A \$2,500,000 Government Hotel is being erected to take care of the military personnel, longshoremen, and terminal elevator employees. The Hudson Bay Route Association is con-

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vinced that now is the opportune time to press for the opening up, and fullest possible use of the Bay Route, and Port of Churchill; as our Port of the Prairies, and ocean outlet to the markets of Great Britain and Europe.

A personal membership canvass, during the past year, in practically all the cities and larger towns in Saskatchewan; as well as a membership drive in Northern Alberta, as far as the Peace River block, and a similar drive in Northwestern Manitoba, have shown that the Hudson Bay Route promotion project is receiving very general support from the urban centres; while the financial support by way of affiliated memberships from the Rural Municipalities and Co-Operatives, and their moral sympathy behind the efforts of the Hudson Bay Route Association, is most encouraging.

Western business interests, manufacturing, wholesale, and retail; are showing more and more interest in the possibilities of the "Bay Route" for importation of British goods. Discussion has brought out the fact that these business men are alive to the potential value of the Hudson Bay Route, as a practical and economic Western ocean two way trade route to British, and Continent markets.

If the Imperial Shipping Committee can be persuaded to open out the shipping season to a reasonable length, and at the same time recommend competitive insurance rates with other ocean routes; the patronage of Western shippers is assured, in ever increasing volume.

Farmers in the differential freight rate area, are decidedly interested in seeing that their grain is exported over the cheapest route, they ask that the Churchill Government grain terminal, and the Hudson Bay Route be used to its fullest capacity, in handling all the export grain grown in the freight rate area favorable to Churchill; and if more internal storage elevators are needed tributary to Churchill, so that this export wheat can be in position for quick handling, during the shipping season; then they ask that more storage elevators be built at strategic points.

Many pioneer settlers from overseas are longing to visit with their relatives and friends in the homeland, once more. A more economical and pleasant tourist excursion, could not be arranged, than over the Hudson

## *"Buy British"*

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Bay Route. The weary train journey to Eastern ports would be avoided, and a ship chartered with tourist accommodation, would fit the purses of many a retired 'Westerner', who might well hesitate about taking such a holiday at present inflated rates.

It has been suggested that the C.N.R. run excursion tours between Churchill and New York. American whalers ran in to Hudson Bay, for profit for many, many years. Now pleasure seeking New Yorkers, I am quite sure, would get a real thrill out of sailing into Hudson Bay, and viewing the many points of historic interest; and also relax in the temperate summer air of these Northern latitudes.

The unique excursion to Churchill this last year, sponsored by the Saskatchewan Government, and arranged for by the C.N.R. was a pronounced success, and was thoroughly enjoyed by everyone participating. The dining car service was especially good, and satisfied the most epicurean tastes. Plans are underway to repeat the Churchill excursion in 1949, perhaps ten days earlier, which would fit in better with the seasonal work of the farmer. Make your reservations early and avoid the disappointment of having to be turned down for lack of accommodation.

## The Hudson Bay Route . . .

*Western Canada's practical and economical Ocean Trade  
Route to British and Continental markets.*

## Historical . . .

Henry Hudson gave his name to Canada's greatest inland sea, by sailing into this vast body of water (now known as the Hudson Bay), through the strait, (since named Hudson Strait) in the year 1610, in his little 55 ton ship "The Discovery", and wintering in the south end of the bay (James Bay). But it is possible that 250 years before Hudson explored the American Coast for a short North West passage to the riches of the Orient; a band of Norwegian adventurers, landed on the flat shores of Hudson Bay at the mouth of the Nelson River, followed the inland waterways, down Lake Winnipeg, and south

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into the heart of Minnesota. The finding of the Kensington, or Runic Stone seems to prove beyond doubt this historical journey into Hudson Bay some time before 1362.

## Geographical . . .

The Hudson Bay, lies between latitude 58 degrees 20 minutes, and 64 degrees 35 minutes; and measures 1,000 miles from north to south, and 600 miles from east to west. It is connected with the Atlantic ocean by Hudson Strait, which is 500 miles long, and varies from 45 to 100 miles in width. These two bodies of water, stretching into the very heart of Canada, are navigable to the largest ships at sea today and, as stated by Dr. Robert Bell in presenting evidence before the Senate committee on Navigability of Hudson Bay and Strait, "It is impossible that there should be at any time in the twelve months, difficulty in navigating Hudson Strait, for they are upon tide water." Noted explorers and navigators advise that the persistent daylight and few fogs encountered in the Bay and Strait, make it one of the safest bodies of water for navigation in the world.

Churchill, situated on the east bank of the Churchill River, is today considered as one of Canada's finest ports. The six miles of harbour, which provide mooring space for 40 ships; is completely protected from storm; and is equipped with the finest facilities and equipment to be found in the world. The deep bed of the harbour allows steamers to come right in from the sea, to dock without the use of tugs.

The two and one-half million bushel grain elevator, has facilities for handling 100,000 bushels per hour. Railway cars of wheat can be dumped in 60 seconds, three grain boats can be loaded at one time, at a rate of 80,000 bushels per hour; and in all, 50 million bushels of wheat can be handled through this port in the present 66 day shipping season.

## Imports through the Port of Churchill . . .

Since 1931, the facilities of this northern port have been used chiefly to export western Canadian produce to Europe. This year, through the combined efforts of the Hudson Bay Route

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Saskatchewan Government, the Hudson Bay Route Association, and western shippers, the Dalgleish Shipping Company of Newcastle-on-Tyne, England, contracted to deliver a considerable volume of English and European merchandise to Western Canadian Importers through the Port of Churchill. One large Western Importing House received aboard the first boat, the "S.S. North Anglia", some 30½ tons of merchandise consisting of china, piece goods, carpets, linoleum, wearing apparel, toys, etc., valued at \$124,723.00. Other imports were: a large quantity of glass from Belgium, which proved highly satisfactory. Cars, trucks, and engines. Chemicals, telephone equipment, office supplies, candies, curling rocks, etc. All of which was brought in at a saving, because of the shorter rail haul from Churchill to its destination in Western Canada.

## Comparison of Costs . . .

### *Laid-down Cost of Shipments via Port Churchill and the Port of Montreal*

In comparing the laid down cost of these shipments via Churchill with similar shipments imported through Montreal and the St. Lawrence route, the following factors must be considered.

- (1) Length of time merchandise is in transit.
- (2) Ocean, handling, and rail charges.
- (3) Marine Insurance rates.

(1) The "S.S. North Anglia" sailed from Newcastle-on-Tyne July 25th and docked at Churchill, August 9th. The merchandise was unloaded and waybilled from Churchill via The Canadian National Railways on August 10th. The shipments arrived in Regina on August 16th a.m., 22 days from the date of sailing from England.

A review of a number of shipments received through the port of Montreal reveals that merchandise is in transit, an average of 27 days from Manchester, Liverpool or London. This 27 days comprises 10 days allowed for ocean travel, 3 days for docking, and handling, and an average of 14 days for delivery to Regina, via Lake and Rail; Rail, Lake and Rail; or all Rail.

The five days saving in transit time can be attributed to the fact that Regina is approximately 1,000 miles closer to England by way of Churchill than by way of Montreal.

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Wharfage and handling charges and ocean freight rates.  
(2) In considering the comparative delivery charges; the various charges are dealt with, in order in which they are levied.

Wharfage and handling charges at Newcastle-on-Tyne are exactly the same as those levied at ports of Manchester, Liverpool, or other English ports. Most shipments received aboard the "S.S. North Anglia" were shipped F.O.B. Newcastle; therefore the regular Thomas Meadows and Company packing cartage, and handling charges were levied. A few shipments were shipped from Ireland to Newcastle-on-Tyne, but these advanced charges were only approximately two shillings per hundred pound higher than similar shipments forwarded to Manchester or Liverpool for forwarding.

Ocean freight rates to Churchill are exactly the same as to Montreal, being levied according to weight or measure as per the Canadian North Atlantic Westbound Tariff No. 3 Contract Rates. These rates vary from 85 shillings per ton on linoleum, to the usual rate of 120 shillings per ton on various lines of drygoods in cases. The ton referred to in Ocean Freight rates is the long ton or 2,240 pounds.

Wharfage and handling charges at Churchill vary slightly with similar charges levied at Montreal Docks. At Montreal they charge a flat rate of  $4\frac{3}{4}$  cents per 100 pounds, which covers both wharfage and handling while at Churchill, wharfage charges are, 30 cents per ton or 40 cubic feet, a minimum of 25c per shipment, and the handling charges are 80c per ton or 40 cubic feet, with a minimum set at 30c per shipment, making a total of  $5\frac{1}{2}$  cents per 100 pounds for wharfage and handling. The additional charges of  $\frac{3}{4}$  of a cent per 100 pounds at Churchill, could be attributed to the fact that the port's operating season, is very short compared with Montreal, Consequently its operating costs would no doubt be higher. Extension of the shipping season with the ultimate increase in tonnage would no doubt allow this port to operate competitively with any other ports in Canada.

## Churchill Shows Considerable Saving . . .

Comparing rail freight reveals considerable savings in favor of the Churchill Route. First class merchandise can be laid down at Regina from Churchill at \$2.86 per 100 pounds. The first class rates per 100 pounds from Montreal are as follows: All rail \$4.33; lake and rail \$4.08; rail, lake and rail \$4.00. A rail freight saving from 1.5 to 1.2 cents per pound is therefore realized on shipments via the Hudson Bay Route.

(3) On the contrary, present Marine Insurance rates are 50c per \$100 valuation higher on shipments brought into Canada by way of the Hudson Bay Port Churchill, than if the same merchandise had been imported through the St. Lawrence Route and Montreal. Marine rates on shipments via Montreal are as follows: Marine 27½ cents, surcharge 35 cents, and war risk 10c per \$100.00 valuation. The same rates apply on shipments via Churchill, with an additional "extra route" charge of 50c per \$100.00 of valuation. The reason for this additional Marine Insurance charge, cannot be determined, as a study of the navigation carried on via the Churchill Route since 1670, reveals that only two wooden cargo ships have been lost out of 750 sailings. The Hudson Bay Route Association are at present endeavoring to have these rates placed on a par with those levied against shipments imported via the St. Lawrence Route.

Notwithstanding the high Marine Insurance rates, an appreciable saving was realized on shipments imported through the Port of Churchill as revealed by comparison of similar shipments imported by the two routes.

| Commodity         | Route     | Frt. Chgs.<br>per \$1.00<br>value | Frt. Chgs.<br>per lb.<br>wt. | Marine<br>Ins. per<br>\$1.00 | Total Frt.<br>plus Ins.<br>per \$1.00 | Savings<br>per \$1.00<br>value via<br>Churchill |
|-------------------|-----------|-----------------------------------|------------------------------|------------------------------|---------------------------------------|---|
| English<br>Witney | Montreal  | .104                              | .099                         | .007                         | .111                                  |   |
| Blankets          | Churchill | .074                              | .071                         | .012                         | .086                                  | .025  |
| English           | Montreal  | .134                              | .035                         | .007                         | .14                                   |   |
| Linoleum          | Churchill | .118                              | .029                         | .012                         | .13                                   | .01   |
| English           | Montreal  | .04                               | .109                         | .007                         | .047                                  |   |
| Hose              | Churchill | .02                               | .071                         | .012                         | .032                                  | .015  |

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The savings of 1 to 2½ cents outlined above, will be increased by an additional ½ cent per \$1.00 if and when the "extra route" Marine Insurance charge of 50c per \$100.00 is discontinued.

Shipments via Churchill are unloaded from the boat and loaded into cars for direct shipping to point of consignment, while shipments unloaded at Montreal are handled extensively if routed by Lake and Rail or if shipped All Rail, and transferred at some point enroute. The reduced handling of shipments by Port Churchill definitely should reduce damage and pilferage.

## Shipping Season, Insurance Rates

### *Extension of Shipping Season and Lower Insurance Rates Necessary*

The development of this great shipping route to the point where it is on a competitive basis with the St. Lawrence Route will depend on two factors; namely, extension of the period of navigation allowed by Marine Insurance underwriters, and the lowering of insurance rates. Representations are being made in this regard, based on the authority of the Hudson Strait Expedition 1927-28 Report which reads as follows: "Taking July 19th as an opening date for the Strait, and November 16th when ice was first reported at Nottingham Island in 1927, as a closing date, we get a season of 120 days or practically four months, during which commercial vessels could have navigated with safety, and without the assistance of ice-breakers."

Western importers have drawn attention to the desirability of the Hudson Bay Route shipping season being opened up three weeks earlier than at present allowed by the Marine Insurance underwriters. This would allow a greater quantity of British merchandise to come in through Churchill, in good time for the fall and winter trade. Shippers over the Bay Route have promised a much larger volume of imports, if they can be assured of a shipping season of reasonable length, which will meet with their business obligations. Merchants who have availed themselves of the opportunity of using the Hudson Bay Route for importing merchandise to service their Western customers, and to pass on any economics gained

from shipping over this natural and shorter route; are satisfied that with more volume coming through the Bay Route, and with insurance placed on a proper competitive basis; Western economy stands much to gain in reduced shipping time, costs, and handling, as this route develops.

With modern aids to navigation, such as the Gyro Compass, Radar, Echo Depth Recording, Direction Finding Appartus and Airplane service, it is felt that the Hudson Bay Route presents no problem to modern navigation, and will in the near future become an important connecting link between Western Canada, and not only the British Isles, but Europe in general.

## Longer Shipping Season for Grain . . .

There is normally 50 million bushels of wheat, available for export in the freight differential area favorable to Churchill annually, and we have it on the authority of the Canadian Wheat Board, that it is profitable to ship this new crop wheat, through the Churchill Terminal, and over the Hudson Bay Route. But the present 66 day shipping season is altogether too short a shipping period, in which to handle this volume of new crop wheat. And so the Hudson Bay Route Association is making strong representations to the Imperial Shipping Committee of London, England; to have the Marine Insurance underwriters revise their insurance contracts, and allow shipping to sail over the Hudson Bay Route for an insurable period of at least four months, as recommended in the report of the Dominion Government Hudson Bay and Strait Expedition of 1927-28.

*Exports and Imports  
Via Churchill  
Save Dollars*

**Cost of Moving Wheat  
From Saskatoon, Sask. to United Kingdom  
VIA CHURCHILL**

|                                       | <b>Cents per Bushel</b> |
|---------------------------------------|-------------------------|
| Freight—Saskatoon to Churchill .....  | 12.600                  |
| Diversion Charge .....                | 1.500                   |
| Elevation .....                       | 1.875                   |
| Outward Inspection and Weighing ..... | .200                    |
| Warehouse Receipts Cancellation ..... | .004                    |
| Superintendence .....                 | .040                    |
| Bank Charges .....                    | .130                    |
| Ocean Freight .....                   | 29.600                  |
| <b>TOTAL</b> .....                    | <b>45.949</b>           |

**VIA VANCOUVER**

|                                      |               |
|--------------------------------------|---------------|
| Freight—Saskatoon to Vancouver ..... | 14.400        |
| Elevation .....                      | 1.875         |
| Inspection and Weighing .....        | .200          |
| Registration .....                   | .004          |
| Wharfage .....                       | .180          |
| Ocean Freight .....                  | 43.000        |
| <b>TOTAL</b> .....                   | <b>59.659</b> |

**Via Lake and Rail ex Bay Ports  
to f.o.b. St. Lawrence Ports**

|   | Cents per Bushel |
|---|------------------|
| Rail Freight—Saskatoon to Ft. William ..... | 13.200           |
| Lakehead fobbing .....                      | 2.109            |
| Lake Freight .....                          | 4.500            |
| Lake Freight—Brokerage .....                | .125             |
| Insurance—Lake Marine .....                 | } .....          |
| Outturn .....                               |                  |
| Lake War Strike and Riot ..                 |                  |
|   | .279             |
| Rail Freight .....                          | 10.002           |
| Rail Shrinkage .....                        | .263             |
| Wharfage .....                              | .180             |
| Superintendence—St. Lawrence .....          | .040             |
| Forwarding Brokerage .....                  | .125             |
| Bank Charges .....                          | .138             |
|   | 30.961           |
| Ocean Freight .....                         | 27.076           |
| TOTAL .....                                 | 58.037           |

*Hudson Bay Route* .....

**"Buy British"**

**Via All-Water to Transfer Points  
to f.o.b. St. Lawrence Ports**

|  |         |      |
|--|---------|------|
| Rail Freight—Saskatoon to Fort William ..... | 13.200  |      |
| Lakehead fobbing .....                       | 2.109   |      |
| Lake Freight .....                           | 13.000  |      |
| Lake Freight Brokerage .....                 | .250    |      |
| Insurance—Lake Marine .....                  | } ..... | .554 |
| Lake Outturn .....                           |         |      |
| Lake War Strike and Riot .....               |         |      |
| Wharfage .....                               |         | .180 |
| Superintendence—St. Lawrence .....           |         | .040 |
| Forwarding Brokerage .....                   |         | .125 |
| Bank Charges .....                           |         | .137 |

29.595

Ocean Freight ..... 27.076

**TOTAL ..... 56.671**

**Via Lake and Rail ex Bay Ports  
to Halifax and St. John**

|  |         |      |
|--|---------|------|
| Rail Freight—Saskatoon to Fort William ..... | 13.200  |      |
| Lakehead fobbing .....                       | 2.109   |      |
| Lake Freight .....                           | 4.500   |      |
| Lake Freight Brokerage .....                 | .125    |      |
| Insurance—Lake Marine .....                  | } ..... | .279 |
| Lake Outturn .....                           |         |      |
| Lake War Strike and Riot .....               |         |      |
| Rail Freight .....                           | 10.500  |      |
| Rail Shrinkage .....                         | .263    |      |
| Elevation—Seaboard .....                     | 1.325   |      |
| Superintendence—Canadian .....               | .040    |      |
| Forwarding Brokerage .....                   | .125    |      |
| Bank Charges .....                           | .139    |      |

32.605

Ocean freight (average) ..... 27.000

**\* TOTAL ..... 59.605**

(In 1947-48, 17.5 million bushels of wheat was shipped from Canadian Maritime ports, out of a total clearance of 135.5 million, or 13.11%.)

Canadian Wheat Board.

**Churchill—"Port of the Prairies"**

## Port Churchill . . .

*An address on the development of the port before the Junior Chamber of Commerce, New Castle on Tyne, England, by Mr. Peter Dalgliesh, President of Dalgliesh Shipping Co.*

### **ANGLO-CANADIAN ENTERPRISE IS FOSTERING A VITAL AND EXPANDING HUDSON BAY TRANSPORT CENTRE WITH AN IMPORTANT FUTURE**

You have all heard of the two major ports and routes of Canada, the St. Lawrence with Montreal its head for ocean traffic on the East Coast, and Vancouver on the West Coast. Many of you may not know of the third and, to my mind, equally important port of entry into Canada—that of Churchill in the Hudson Bay.

If you look at your maps you will find that this port, though it is no farther from England than Montreal, yet is some 25° of longitude farther west. The port was first discovered in the seventeenth century, but, as far as we here today are concerned, its present history really dates from 1931, when the railway from the Prairie Provinces of Manitoba and Saskatchewan was completed and a large elevator for storing and handling grain was also built.

It was in that year that my firm sent in two ships in ballast to bring cargoes of grain from Churchill to the U.K. and the Continent. Since then it has been used annually for the shipment of grain except during the war years when convoy difficulties precluded its use. In 1932 we carried the first cargo westbound to Canada from this country through Churchill and since then each year we have been carrying westbound cargo, again except during the war years. We are the only line that carries cargo to Canada on this Route.

### **Prairie Port**

The development of the route is interesting, and is bound up with the development of the Dominion of Canada. As you know, Canada has six main provinces; they are—going from east to west—Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia. Quebec and Ontario are served adequately and well through the St. Lawrence.

Manitoba, Saskatchewan and Alberta are described as the Prairie Provinces and for many years looked upon *Hudson Bay Route* —————

themselves as cut off from the sea. British Columbia is the province that borders the Pacific or West Coast of Canada.

The main railway system of Canada grew up right across the Dominion, running fairly close to its southern boundary, and once the railways got right across the Continent trade naturally followed their routes. The Prairie Provinces, however, have always felt that they were charged too much for the facilities that they had to use either on the St. Lawrence or on the Vancouver seaboard.

They therefore wanted a port of their own, but the nearest port that was possible was one on the Hudson Bay, and eventually, as a result of pressure brought to bear on politicians in Ottawa, the capital of the Dominion, this was achieved.

### **Underwriting**

The ports on the eastern seaboard of Canada are peculiar in that they are susceptible to very severe icing conditions. The present season for Churchill and the Hudson Bay is one of just two months; between August 8th and October 10th. Montreal is open between the month of April and the end of November. Halifax and St. John, the main ports of the Maritime Provinces, which so far have not been mentioned, are, however, a considerably longer rail haul to the centres of industry

The development of the port of Churchill is obviously hindered by the shortness of its season, which is at the moment governed by the willingness of underwriters who insure ship and cargo to give the necessary cover. Since the opening of the port in 1931 the number of ships using it per annum has not been more than 16, as a result underwriters consider that they do not get a good enough spread of risk in this trade, and therefore they not only charge high premiums but also limit the season to what is in my opinion a more-than-safe margin of dates. Unfortunately, prior to the war there was a total loss of a ship in the Hudson Bay, and this, of course, is always mentioned whenever Hudson Bay premiums are discussed. Since the war the ships that have been trading to the Hudson Bay have been mostly those that have not been used to that trade before, but in spite of this they have

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managed to cover the route in both directions without a serious casualty.

As a result underwriters must have a fairly large sum from the premiums they have already collected and should be prepared to reduce them in future. To give you some idea of the comparative difference in the premiums on the ship alone, apart from the cargo, it costs about eight times as much to go to the Hudson Bay as it does to Montreal.

### **Navigation**

There has been much said about the dangers of this route. We originally went into the Hudson Bay in 1931 with ships that had no extra fittings on whatsoever. As a result of the reports of our Masters that year we decided in conjunction with underwriters that we would have to fit gyro compasses for all future voyages because the route goes so close to the Magnetic Pole that the ordinary compass is too sluggish in its reaction to be of use in steering the ship.

In addition to this, we have since the war fitted the ships that we have sent to Churchill with a radar set, and while the underwriters did not consider that this was a thing for which they should stipulate, we have as a result of our experience decided that it is worth fitting on this route.

Several of my Captains have expressed the opinion that they would prefer to navigate a ship to and from Churchill rather than up and down the St. Lawrence. In fact, we had the experience prior to the war of one of our vessels doing a Churchill round trip without any trouble and being wrecked in the St. Lawrence on her following voyage.

### **Facilities**

After crossing the Atlantic the route is through the Hudson Straits, which are about 400 miles long, but they are at least 65 miles wide throughout. Icebergs are encountered during the passage of these Straits, and a radar set is useful in picking them up. Fog is also encountered in this area but it never lasts more than four hours, whereas in the St. Lawrence fog may last for several days in much more enclosed waters.

The Canadian Government sends up from the St. Lawrence each year the icebreaker N.B. McLean. This vessel goes into the Hudson Straits before the first ships arrive and warns them of the expected whereabouts of icebergs, so enabling the ships to keep in clear water. When the straits have been passed the bay is entered, and this is about 450 miles wide and does not present any difficulties in navigation.

The port itself is comparatively easy to enter and leave. It has three berths for loading grain and one berth for general cargo. It has the most modern grain elevator in the world with a capacity of about 60,000 tons. All classes of cargo are handled expeditiously. At first it was feared that ice would come down into the Straits at the end of the season before it appeared either in the port or in the Bay and therefore there would be a danger of vessels being imprisoned in the ice over a very long period.

However, as a result of observations over the last sixteen years it has been found that ice never appears in any volume in the Straits before the port of Churchill itself is frozen up. Therefore the Captain of the ship has no worry about what he has to go through on his return passage provided he can move his ship in the port.

### **Short Season**

The length of the season is important for many reasons, but not least because the growing crop in Canada on the prairies is usually not gathered until the early days of September. It therefore arrives up in Churchill about September 20th. This means that at the moment there are only twenty days of the season when the current wheat crop can be shipped. The longer the season can be prolonged at the end the more the port can and will be used, and this is the development that I look for in future.

We have, as you know, an agreement with Canada covering the purchase of a large proportion of her wheat for the next few years. Under this agreement the price of wheat is the same at Churchill, Fort William or Vancouver. Obviously, therefore, you will see that it is cheaper for England to use Churchill than either of the other routes because, comparing it with Fort William, you have got the dollar costs of moving the wheat from Fort

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William right down the lakes to Montreal, and comparing it with Vancouver you have got the extra ocean freight rate moving it from Vancouver through the Panama Canal.

### **Exports**

So far I have said little about exports from this country, which is a factor very much in all our minds at the moment. Canada, as you know, is a dollar area, and it is therefore one of the markets that we must supply as much as possible. Many of you, perhaps, when considering this country's export market in Canada, think only of the Montreal-Toronto area or the Vancouver area; but there is a third area in Canada which, whilst it may not be so important at the moment, is developing and will develop in the future.

That is the Prairie Provinces area in which the main towns are Regina, Saskatoon, Winnipeg, Calgary and Edmonton. They all can be served cheaply through Churchill. Therefore, when you are appointing your agents in Canada, don't only appoint them in the east to cover one half of Canada and in the west to cover the other half, but appoint one in the middle as well; otherwise you will find that that area is not properly served. Remember the distance from Montreal or Vancouver to Regina is over 1,300 miles.

### **Repeat Trade**

We started carrying goods to Canada in 1932, and each year up to the outbreak of war the quantities increased. After the war we had to start again, and again each year our figures have improved steadily, and this year was the first occasion when we carried cargo westbound on more than one ship. We hope to do this regularly in future. The kinds of cargo that we carry are spirits and beers, window glass, motor cars, cycles, tractors, machinery, chinaware, textiles, curling stones, confectionery, etc.

The interesting point is that once we have a particular shipment it is nearly always repeated, except that prior to the war we used to carry quite a lot of coal. Unfortunately, owing to the current price of coal for export from this country, this now is impossible, but we

hope that this trade will return when prices drop once more.

### **Advantages**

Exporters have found that the route is useful to them because the handling of goods is reduced to a minimum, the time on passage is no longer than to Montreal, and, of course, much less than to Vancouver; the ocean freight charges are the same as to Montreal, and Canadian rail freight charges to prairie destinations are very much lower. The insurance rates on cargo are slightly higher, but I hope that before long they will level out and become competitive.

The main area served is, of course, the Province of Saskatchewan, because that is where the railway from Churchill reaches the prairies. Saskatchewan produces more grain for this country than any other part of Canada, or, indeed, of the world, and the Provincial Government there realise that if they are going to continue to sell their wheat to us they have got to buy our goods in order to enable us to pay for their wheat. They are therefore all in favour of reciprocal trade and will do all they can to see that trade moves both ways.

The inhabitants of the Prairie Provinces, of course, thought that once the port and the railway were built all their problems of transport were solved. They have been disappointed so far that the volume of trade through Churchill has not been greater, but there are signs that their efforts to improve this are bearing fruit.

### **Contacts**

Travelling around in Canada it is surprising to meet so many people who have come out from this country. These men and women all have a very strong feeling for the "old country," but many of them are now getting on in years. Their children, the new generation growing up, have not the same sentimental ties with the old country and therefore it behooves us to see that trade ties are kept going with the new generation.

It may be more difficult to do, but it is worth doing. I make a trip across to Canada annually, and whilst there visit the main towns on the prairies as well as other places, the personal contacts made have proved very

valuable. In conjunction with this it should be possible for us to take a leaf out of the book of our ex-enemies, the Japanese, where they, prior to the war, used to combine their shipping, merchandising and financial services together and so get the goods to their destination cheaper than their competitors.

This, I think, is one of the services that Churchill can provide. It can get the goods to a larger area of Canada at a price that can compete with goods from any other areas of the world.

### **Opportunity**

I have been asked, not only in this country, but also in Canada on several occasions, why I stick to this Churchill trade. My father was the pioneer in that trade and my firm has been in it ever since. I believe that the route will prosper and will develop in the future. The area near the port holds all sorts of secrets which will one day be discovered, secrets of metal reserves, etc., and the potentialities of the area are enormous.

The shortness of the season will always be a handicap to the trade, but I think it will be lengthened to an extent which will make the use of the port a financial success, and that the Churchill route will become as much one of the main trade routes of Canada as the St. Lawrence and the Vancouver routes are now.

**W**E must push forward as far as colonization can go. I have great confidence that before many years are past we shall see towns and villages on the shores of the Hudson Bay, like those we see on the shores of Norway, where people will be prosperously engaged in the lumbering business, the pulp industry, the mining industry, and others. That is what I hope Canadians will see ere long.

*Sir Willfrid Laurier*  
*speaking in the House of Commons 35 years ago.*

## THE HUDSON BAY ROUTE REPORTS PROGRESS

After continual agitation by Western business men and farm groups for a short route from the mines, forests, fisheries and farms, to the markets of Great Britain and Europe; also as an economical route for imports needed in our Western economy, and also to pay for our exports. And after Western lands had been sold by the Dominion Government to finance the Hudson Bay Railway; a survey was made in 1908 and 1909 out of The Pas, Manitoba, toward Nelson and Churchill on the Hudson Bay. In 1910, the contract was let for the construction of the bridge over the Saskatchewan River at The Pas. By 1918, the right-of-way had been cut through to Nelson, and the grade had been built, and steel laid as far as Kettle Rapids, 332 miles east of The Pas.

Due to war conditions, all construction work was suspended in 1918, and a very limited service was maintained between The Pas and Pikwitonei at Mile 214. Not until 1926 was there any more work done on the Hudson Bay Railway, when the work of completion was resumed by the Dominion Government, and the whole mileage, which had got into very great disrepair, was rehabilitated. Finally in 1929, the Hudson Bay Railway reached tidewater at Port Churchill. The harbor and Government terminal elevator being completed by 1931.

A trial shipment of wheat went out of Churchill in 1929, in one of the vessels of the Hudson's Bay Company, which proved quite successful.

The Hudson Bay Route for overseas mercantile trade, may be said to have been inaugurated in 1931, when the "S.S. Farnworth" and "S.S. Warkworth," owned by R. H. Dalglish Ltd., Newcastle-on-Tyne, were loaded at Churchill with 277,000 and 267,769 bushels of wheat respectively. This shipment of grain was arranged by the Saskatchewan Wheat Pool.

Fifteen ships, chartered by the Wheat Pool, sailed out of Churchill in 1934, with 4,000,000 bushels of grain, 3,795 tons of flour and mill feed, 580 head of cattle, 7

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Churchill—"Port of the Prairies"

tons of honey, 2,400,000 board feet of lumber, bringing in at the same time imports of general cargo amounting to 1,400 tons.

In 1935 eight grain ships cleared Churchill with 2,407,000 bushels of wheat; while 686 tons of general cargo, 583 tons of window glass, and 1,300 tons of coal were imported.

4,300,000 bushels of wheat went out of Churchill in 1936, in 14 ships, and 540 tons of general cargo, 788 tons of window glass, and 800 tons of coal were brought in over the Hudson Bay Route.

In 1937, 604,000 bushels of wheat were exported, and over 1,900 tons of general cargo imported.

1938 saw Saskatchewan wheat shipped out over the Hudson Bay Route that had been grown on Saskatchewan farms the same season, proving that the Bay Route is both practical and economical.

With the advent of the second world war in 1939, Port Churchill was closed to commercial shipping by the British Government, and remained closed till 1945.

The "ON TO THE BAY" Association was reorganized in 1944 and took the name of "The Hudson Bay Route" Association. It immediately began to campaign for the re-opening of the Bay Route for commercial shipping, and its fullest possible use as our Western ocean outlet to the markets of Europe. Our aggressive action began to bear fruit.

In 1946 we were enabled to get 3,000,000 bushels of wheat and 2,000 tons of flour exported via Churchill; and a small volume of merchandise shipped in.

5,000,000 bushels of wheat and 5,000,000 board feet of lumber went out over the "Bay Route" in 1947, and some general cargo came in.

Last year (1948) proved to be our banner year for wheat exports via the Bay Route; 5,314,342 bushels going out of Churchill in 15 ships, two of the ships making the return trip. Merchandise imported amounted to over Hudson Bay Route

## **"Buy British"**

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1,200 tons, which included cars, trucks, engines, glass, hardware, chinaware, toys, linoleum, chemicals, candies and curling rocks.

Can we depend upon your practical support and sympathy? With the invincible force of an informed Public Opinion behind us, we will be in a position to boldly chart our course ahead. Confident that the fogs of prejudice will lift and show us an open lead for safe navigation. And with pilot "PROGRESS" on board, arrive without further undue delay, at our appointed destination.

**NOW IS THE TIME FOR ACTION . . . YOUR HELP IS EARNESTLY SOLICITED.**

### **Membership Schedule**

|                                  |         |
|----------------------------------|---------|
| Personal Membership .....        | \$ 2.00 |
| Business Houses .....            | 5.00    |
| Wholesale Houses (minimum) ..... | 10.00   |

### **Affiliated Membership**

|                            |       |
|----------------------------|-------|
| Rural Municipalities ..... | 25.00 |
| Cities (minimum) .....     | 25.00 |
| Towns (minimum) .....      | 10.00 |
| Villages .....             | 10.00 |
| Locals of U.F.C. ....      | 5.00  |

### **Co-operative Committees**

|                                  |       |
|----------------------------------|-------|
| (Wheat Pool and Consumers) ..... | 10.00 |
|----------------------------------|-------|

### **Boards of Trade**

|                          |       |
|--------------------------|-------|
| Cities (minimum) .....   | 25.00 |
| Towns and Villages ..... | 10.00 |

For information write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 921 Avenue F, North, Saskatoon, Saskatchewan.

**BUY BRITISH!**

